

Executive Summary

This plan, which is incorporated into Ordinance 04-14 by reference, is organized in five chapters and an appendix, as follows:

- Chapter 1: *The Role of the Primary Urban Center in Oahu's Development Pattern* defines the region's role and identity within the overall framework of islandwide planning and land management.
- Chapter 2: *The Vision for the PUC's Future* summarizes the community's vision for the future of the region and lists important elements of that vision.
- Chapter 3: *Land Use and Transportation* presents the Plan's core policies, and provides policy guidance for the region's various land use elements.
- Chapter 4: *Infrastructure and Public Facilities* outlines policies, principles, and actions needed to support the land use policies of Chapter 3.
- Chapter 5: *Implementation* addresses needs for carrying out provisions outlined by the Plan.

The following summary provides an overview to the vision and policies of the Plan.

CHAPTER 1: THE ROLE OF THE PRIMARY URBAN CENTER IN OAHU'S DEVELOPMENT PATTERN

This chapter defines the role and identity of the Primary Urban Center within the overall framework of islandwide planning and land management. Consistent with the provisions of the General Plan, the Primary Urban Center is expected to accommodate a significant proportion of Oahu's projected growth in residential population and jobs during the 20-year horizon of this Plan.

CHAPTER 2: THE VISION FOR THE PUC'S FUTURE

The Vision for the PUC describes the Honolulu of 2025. The Vision emphasizes retaining the qualities that attract both residents and visitors, while encouraging growth and redevelopment to accommodate the projected increases in jobs and residential population. The key elements of the vision reflect the size and importance of the PUC:

- Honolulu's natural, cultural and scenic resources are protected and enhanced.
- Livable neighborhoods have business districts, parks and plazas, and walkable streets.
- The PUC offers in-town housing choices for people of all ages and incomes.
- Honolulu is the Pacific's leading city and travel destination.

- A balanced transportation system provides excellent mobility.

CHAPTER 3: LAND USE AND TRANSPORTATION

Chapter 3 describes the policies and guidelines intended to promote and implement the Key Elements of the Vision Statement. The policies and guidelines are organized around the Key Elements to maintain a holistic focus on the Plan's vision and to encourage an integrated approach to implementation. A summary of the policies is presented below.

Protecting and Enhancing Natural, Cultural and Scenic Resources

Natural, cultural and scenic resources provide the context for the PUC and provide its unique identity as a world-class city in a spectacular Pacific island setting. They create the city's scenic backdrop, provide a balance to its buildings and homes, and define the unique settings for the PUC's many neighborhoods and districts. Policies to protect and enhance these resources include:

- **Preserve historic and cultural sites:** Special emphasis should be placed on sites and associated settings that are unique, of special significance, or are in good condition.
- **Preserve and protect natural resource and constraint areas:** Establish an urban community boundary to define urban development and protect areas outside the boundary for their open space, scenic, and resource values.
- **Preserve panoramic views of natural landmarks and the urban skyline:** This includes important vistas and focused views of significant natural and urban features and skyline profiles that make up or frame the PUC from publicly accessible places.
- **Improve access to shoreline and mountain areas:** This includes continuous public access along Oahu's southern shoreline as well as access to its mauka natural environments and features.
- **Develop stream greenbelts:** Keep or create mauka-makai connections and views up and down important streams and create public walkways where possible and appropriate.
- **Provide parks and active recreation areas:** Create or strengthen parks, plazas and other conveniences throughout the PUC, especially in more populated areas as a balance to the built environment, for recreation, social interaction and leisure interludes.

CULTIVATING LIVABLE NEIGHBORHOODS

Neighborhoods and districts throughout the PUC where people live, work, and play should be actively supported through neighborhood planning, public policies, regulations, and investment to enhance their attractiveness as places that are safe, comfortable, convenient, and attractive. Plan policies for promoting these conditions are:

- **Develop a system for collaborative neighborhood planning:** Refine and further develop a stakeholder-based process for continuing community-based neighborhood planning for areas requiring this attention.
- **Cultivate existing and new “neighborhood centers”:** Develop neighborhood centers as the principal places for people in a neighborhood to gather, shop, dine or play, and to provide a source of community identity.
- **Promote mixed land uses:** Encourage compatible mixtures of land uses for in-town PUC neighborhoods and districts to support a variety of urban lifestyle choices and to create vibrant and convenient neighborhoods.
- **Create parks that draw people and activity:** Develop parks that invite people and promote positive social interaction and activity.
- **Make streets “pedestrian-friendly”:** Create inviting and attractive streetside environments that support and enhance convenient and safe pedestrian use.

IN-TOWN HOUSING CHOICES

While other vision elements address the livability of communities, this element emphasizes the need to provide residential choices for in-town (urban) living that are affordable and meet the lifestyle needs and preferences of different population groups. Policies for housing options along the PUC’s vibrant coastal plain include:

- **Promote people-scaled apartment and townhouse dwellings in low- or mid-rise buildings oriented to the street:** This policy encourages residential buildings that are modest in height and have ground-floor shopping and dining opportunities to create pedestrian-oriented neighborhoods that satisfy a range of lifestyle needs conveniently.
- **Improve the feasibility of redeveloping small lots:** Encourage housing variety and affordability by removing barriers for small-scale townhouse and low-rise apartment development on smaller apartment-zoned lots.
- **Reduce costs for apartment homes:** Promote affordable housing choices consistent with creating livable communities by reducing certain construction and development-related costs.

- **Provide adequate schools and parks for in-town neighborhoods:** Conveniently located schools and parks that can be reached safely are needed to meet the needs of young, active families.
- **Expand the capacity of infrastructure, including water supply, sewers, and storm drains:** This policy calls for government action and leadership in creating adequate infrastructure to meet present and future demands in order to support the strengthening or creation of livable in-town communities.
- **Preserve and expand the current inventory of affordable rental housing units:** The City should assure that the current inventory of affordable rental units, whether owned by the City or not, is preserved and retained as affordable, and that the inventory of affordable rental units is expanded as needed by the community.
- **Support the retention, rehabilitation and improvement of older, low-rent apartment buildings:** Maintain, rehabilitate and improve older apartment buildings to retain existing housing stock as viable in-town housing choices.
- **Provide for special needs housing:** Allow housing for people with special needs and promote their integration into the larger PUC community.
- **Provide incentives and cost savings for affordable housing:** This policy promotes exemptions from regulations, on a case-by-case basis, to make “affordable” housing available to those needing it.
- **Provide for high-density housing options in mixed-use developments around transit stations.** This type of “transit-oriented development” facilitates transit use and allows for increased densities without generating increased vehicular congestion.

THE PACIFIC’S LEADING CITY

The Plan recognizes the PUC as an economic center of importance to both Oahu and the State of Hawaii, and envisions Honolulu to be “the Pacific’s leading city and travel destination.” The following are key policies to help make this happen.

- **Create public open space along the Pearl Harbor waterfront and strengthen the physical and visual connections between the urban center and the water:** This recognizes the waterfront as a principal element in the PUC’s setting and as an organizing reference point for the city, and supports development of an economic and social asset for the surrounding community.
- **Redevelop the Downtown/Iwilei waterfront:** This policy proposes to increase visual and physical access to the waterfront by re-routing traffic away from Nimitz Highway and introducing commercial activities such as restaurants, shops, offices, and entertainment, low to medium-rise residences, and areas capable of hosting recreational activities.

- **Stimulate the development of high technology and knowledge-based industries:** Attract high-technology businesses to Hawaii and provide in-town locations for them. Encourage investment in infrastructure within commercial buildings that will accommodate and attract high-technology and biotechnology businesses.
- **Develop and implement a plan for a vibrant and livable Waikiki:** This plan should address resident and visitor experiences, the street environment, the design of new buildings, and relationships with adjacent districts.
- **Support attractions that are of interest to both residents and visitors in the Ala Moana/Kakaako/Downtown corridor.** Develop commercial and cultural attractions and improvements to serve residents and visitor interests.
- **Provide opportunities for the development of visitor units in the Ala Moana/Kakaako/Downtown corridor:** Provide accommodation options for convention and business travelers conveniently located near downtown and the Hawaii Convention Center.
- **Provide opportunities for the development of village inns in existing commercial centers and allow bed and breakfast establishments in residential neighborhoods:** This policy encourages development of alternative visitor accommodations in contrast to the traditional resort enclaves of Waikiki.
- **Support continuation of military uses:** Support and coordinate with the military's long-range land planning activities to realize common employment, housing and recreation goals.
- **Enhance Honolulu Harbor and harbor-related uses:** Reserve lands adjacent to the harbor for harbor-related uses.
- **Support industrial uses in Kalihi-Palama industrial districts:** Support existing mixed-usages in the industrial districts of Kalihi-Kai and Kapalama, as well as existing commercial uses along the Nimitz, Dillingham, King, Kalihi, and Waiakamilo corridors.
- **Define the role of town centers and promote a mixture of land uses in Aiea-Pearl City:** Strengthen the functions and latent identities of town centers in Pearl City, Aiea, Waimalu and Halawa, and establish the Pearlridge area as a Pearl Harbor Regional Town Center.
- **Encourage the full use of existing private and public parking garages:** Encourage private parking garage owners to rent underused parking stalls within commercial buildings and large-scale residential projects.

DEVELOP A BALANCED TRANSPORTATION SYSTEM

A pleasant and efficient balance of travel choices that provide timely and convenient access to destinations throughout the PUC is essential to protect the region's natural assets, enhance the livability of its communities, and support a world-class city. Policies to promote a balanced transportation system include:

- **Implement land use strategies to achieve a balanced transportation system:** To achieve community livability and enable transportation choices, land use strategies that support alternative travel modes such as walking, bicycling, and transit should be adopted and implemented.
- **Improve the public transit system, including development of a rapid transit component:** A convenient and efficient public transit system aids in maintaining traffic flows at an acceptable level for an attractive and successful urban setting. An effective public transit system for the PUC could be created with an east-west rapid transit route supplemented by effective links to the PUC's valley communities.
- **Implement Transportation Demand Management (TDM) strategies:** Employ management strategies that encourage alternative travel models.
- **Review existing plans and establish priorities for roads and road improvements:** Conduct a comprehensive classification of roadways to identify prospective improvements (e.g., automobile, transit, bikeways, pedestrian routes), and prioritize the implementation of such improvements.
- **Implement the Honolulu Bicycle Master Plan:** Institutionalize a policy that all streets designated for bicycle travel should be maintained to accommodate shared bicycle and automobile use.
- **Enhance and improve pedestrian mobility:** Create pedestrian districts, routes and a regional pedestrian network, and address pedestrian safety concerns.
- **Encourage the full use of existing private and public parking garages:** Encourage private parking garage owners to rent underused parking stalls within commercial buildings and large-scale residential projects.

CHAPTER 4: INFRASTRUCTURE AND PUBLIC FACILITIES

This chapter addresses infrastructure and public facilities at the regional level, and identifies policies and planning principles to support the land use policies presented in Chapter 3. Functional areas include:

- Water Allocation and System Development
- Wastewater System
- Electrical Power
- Telecommunications Facilities

- Solid Waste
- Stormwater Systems
- School and Library Facilities
- Civic and Public Safety Facilities

CHAPTER 5: IMPLEMENTATION

This chapter discusses the various actions that will be necessary to ensure timely implementation of the plan, including measures that will minimize disruption during the transition into the plan. Measures addressed by this chapter include changes to the zoning maps, the Land Use Ordinance, and various other regulatory codes and standards necessary to achieve required consistency with the Development Plan. This chapter also addresses proactive measures, such as the planning and construction of infrastructure improvements, functional planning, and the development of Special Area Plans. Implementation of the Plan will be monitored via comprehensive reviews conducted at five-year intervals.

APPENDIX A

Appendix A consists of six conceptual maps and a glossary of land use designations used in the Plan. The conceptual maps (Map A.1, Significant Panoramic Views; Map A.2, Open Space Map; Map A.3, Land Use Key Map; Maps A.4, A.5 and A.6, Land Use Maps for PUC-West, PUC-Central and PUC-East) represent the vision elements and major land use and open space policies articulated in the Plan. The maps, which depict generalized categories or groups of land uses within the region, are intended to be illustrative of the Plan's text and are not parcel-specific.

APPENDIX B: IMPLEMENTATION STRATEGIES

Appendix B offers potential strategies, or options, that could be used to carry out the policies and guidelines discussed in the Plan. The strategies are intended as a resource for the development of Special Area Plans and for revisions to the Land Use Ordinance.